

INTIMATION

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Telegraphic Address: PRESS.
Cable: A.B.C. 5th Ed. Lieber.
P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VEGE ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 30TH, 1910.

A MONTH ago an American journalist described the political situation in Great Britain as one in which "chaos reigns." To-day the description is just as apt. Politics are in the same interesting, problematical and precarious condition, and no one knows what a day will bring forth. Practically since the General Election the Irish element has dominated the situation, and cartoons representing JOHN REDMOND as the actual ruler of Great Britain have been numerous and too suggestive of truth to be pleasant to those who look for dignity and responsibility in the government of the country. If anything were needed to emphasise this attitude it is the message sent by Reuter yesterday in which it is stated that the Nationalists have decided to oppose the Budget unless they are satisfied that there will be no compromise on the subject of the veto of the House of Lords. The prospect, however remote, of seeing the two great parties in our lobby cannot of course be agreeable to these political dictators who would in that eventually lose their power to ensure obedience to their demands. The Conference between party leaders on the subject of averting the constitutional crisis which is imminent by the attempt to sterilise the Upper Chamber is not regarded very hopefully by the rank and file of the Liberal party, and though it is too early yet to prognosticate, some suspicion of the impossibility of compromise is suggested by

the speech made by Mr. BRANDELL at Bristol last Saturday when he declared that it "was ridiculous to suppose that the Conference would meet to invent compromises." The object of any conference must be to discover bases of agreement and if the latter were impossible or unsatisfactory then the politicians would be able to resume the fight as vigorously as before. What ever happens, the situation will be far from satisfactory. Should a compromise be effected, it follows that the Ministerialists will receive a certain measure of support from the Opposition, but as they hold views diametrically opposed on many important subjects, such as tariff reform, education, etc., it will be evident that their alliance can only be short-lived. Then it will be a return to the old conditions, with this exception, that the Irish will fight for their own hand more determinedly than ever they have done before. At present, however, opinion inclines to the belief that the Conference will prove abortive and that the Government will be forced to act at the behest of their Irish masters. The House of Lords will then in all likelihood reject or decline to proceed with the House of Commons resolution against its veto, but the PREMIER could not thereupon then ask the King to create three or four hundred new peers to ensure the passage of the resolution. His Majesty might justly plead that it was hardly fair, considering he had been little more than two months on the throne, to ask him so early in his reign to sanction such a vast and sweeping exercise of the royal prerogative, and even should an election take place in the near future and result in the return to power of the present party the same objection could be urged in these circumstances were he again called upon to create the peers necessary to ensure the extinction of the veto of the House of Lords. As the Budget is to be taken to-day interesting developments may be expected very soon.

There is every reason to believe that H.B.M.'s Consul-General at Canton has lodged a protest with the Viceroy of the Two Kwang Provinces against the Canton opium monopoly as a violation of the terms of the Chefoo Convention. The news has not yet received official confirmation, but it comes from a well-informed and reliable source, and its purport may be accepted without reservation. The importance of this consular action is readily appreciated in Hongkong, which has considerable financial interests at stake, and while it is only the prelude to negotiations which have as their object the removal of the embargo in question it is satisfactory as bringing the British official and mercantile views into accord. That the provincial authorities entertained some doubt as to their position is suggested by the fact that they postponed the establishment of the monopoly from May to June, and such doubt is not surprising, having regard to the fact that all their previous attempts in the same direction met with a prompt and vigorous resistance which achieved its object. On the present occasion the authorities have had greater success than they had ever previously attained, and this fact will probably have the effect of prolonging the negotiations, but of the ultimate result there seems little reason to doubt.

It is stated on good authority that Prince Tsai Hsun goes to America in the autumn. Sir Currimbhoy Ebrahim was created a Baronet by His Majesty King George last Friday.

The third wireless telegraphic experiment between Japan and Hawaii is expected to be carried out early in July.

There was no production of "The Dollar Princess" at the Theatre Royal, the Bandmann Opera Company not having reached the Colony in time.

For stealing a quantity of iron from the Kowloon-Canton Railway Mr. J. R. Wood at the Magistracy yesterday sentenced a native to three weeks' imprisonment.

A Shaikwan fisherman, who was found in unlawful possession of a quantity of opium, was ordered by Mr. J. R. Wood at the Magistracy yesterday to pay a fine of \$300, the alternative being three months' imprisonment.

The first of the four men who were charged with obtaining \$129 from a Chinese by means of the bank-note trick was sentenced by Mr. J. R. Wood at the Magistracy yesterday to six months' imprisonment and four hours' stocks.

A Filipino appeared before Mr. E. R. Hallifax at the Magistracy yesterday on seven counts of obtaining money by false pretences. On the first charge his Worship sentenced the defendant to one month's imprisonment, on the second to fourteen days, while the other charges were withdrawn.

The Portuguese community at Hankow are petitioning their Minister at Peking praying that Consular representation be granted to them at that port.

News was received on June 20th at Hankow that a fresh riot had occurred in Hui-an, a mission station situated 25 miles from Changsha having been burnt down.

A hurricane swept over Tonkin in the districts adjoining the Chinese frontier on June 9th. Great damage was done to house property. Two persons were killed and about twenty were injured.

The use of coconut shells for collecting later is now becoming extensive on rubber plantations in Ceylon. These shells are carefully sorted and prepared and they apparently answer the purpose well.

Madame Gabrielle M. Vassal in an article entitled "From Annam to the Philippines" refers to the Chinese houses in the waterfront in Hongkong as being "like rabbit hutches, built right on the quays."

A useful little "Typhoon Map of the China Sea" comes from the office of the China Mail. In these days of typhoon signals it will be frequently referred to, and its value demonstrated.

The Echo de Chine calls attention to the adulteration of rubber by Chinese traders at Singapore. It is alleged that they coat heavy balls of wood, stones, and even iron with rubber of varying thickness and pass it off as the genuine article.

The victorious Hongkong inter port polo team returned from the North by the a.s. Tenyo Maru yesterday. They were treated at Shanghai with all the honours due to victors, but in the opinion of the players their reception would not have been less hospitable had they been the vanquished.

THE CANTON OPIUM MONOPOLY.

H.B.M.'s Consul-General at Canton (Mr. Jamieson) has, we understand, lodged a protest with His Excellency Yuan Shih-kai, the Viceroy of Canton, against the creation of a monopoly in opium in Kwantung.

TYPHOON FEARS.

The hoisting of the signals on Tuesday was not without its effect on the local shipping, and most of the small craft left for a safe anchorage. However, nothing serious developed, though the wind rose at night and the rain fell very heavily. But little business could be done yesterday, as the signals indicated that the typhoon was still in the vicinity.

The torrential rain was of course a satisfactory feature. It added materially to the water supply and helped to remove some of the famine which was at one time feared.

AN APOSTLE OF PEACE.

An interesting personality reached Hongkong on Saturday by the steamer Mongolia. This is the Rev. J. W. Yan Kirk, of Youngstown, Ohio, U.S.A., who was formerly a plasterer, but is now a clergyman. He is in the strict sense of the word a "man of peace." He is more. He is an apostle of peace, and he has consecrated his life to proclaiming the brotherhood of man. His great ideal is of course the "Parliament of Man, the Federation of the World," and in his declaration of interdependence he demonstrates how individuals and nations are complementary of each other and shows that all men have mutual interests and a common destiny.

Mr. Kirk is on his second fraternal visit, and shows in the book which he carries for the purpose the signatures of many notable men, including President Taft, who have shown an interest in his mission.

In most places which he visits Mr. Kirk addresses gatherings on the subject of peace, and we understand he is to address a meeting of Freemasons in Hongkong. He carries a banner containing the flags of all nations and he also carries the "bell of fraternity," which he sounds in order to attract attention to his street meetings.

SEA-SICKNESS AND HOW TO AVOID IT.

In an informative and practical article in the current issue of *Travel and Exploration* on "The Health of the Traveller" there is some well-considered advice on *mal-de-mer* and its prevention.

"There is, of course, no infallible cure for this distressing complaint. Indeed, some authorities do not hesitate to say that the only absolute cure is a negative one—in short, *Punch's* proverbial remedy: 'Don't go to sea!' No doubt this very painful malady arouses very little sympathy from good sailors—indeed, it is its humorous aspect which would seem to appeal chiefly to the friends of the victim—but, all the same, no other minor ailment has such a demoralising effect upon the sufferer. This is vividly summed up in the well-known aphorism, attributed to every famous humorist from Sidney Smith to Mark Twain: 'In the first hour you are afraid you will die, and in the second hour you are afraid you won't.' Effusion of blood to the brain and disturbance of the digestive system are no doubt, the chief causes of sea sickness. Then it is undeniable that, to put it bluntly, most people on board ship eat too much and take too little exercise. The over-indulgence in the rich dishes at the elaborate meals on the big ocean liners is a bad preparation for a severe attack of *mal-de-mer*, while during the attack the victims are not inclined to eat at all. Consequently, it is not surprising that this alternation of repulsion and starvation plays havoc with the digestive organs." Popular remedies are as the sands of the sea for number, but of all these proprietary preventives the most efficacious appears to be "Yamata," which has certainly proved successful in many obstinate cases.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

GERMAN POLITICAL APPOINTMENTS.

LONDON, June 28th.

Reuter's correspondent at Berlin telegraphs that Herr von Schoen, the German Minister for Foreign Affairs, and Baron von Rheinbaben, the Prussian Minister for Finance, have resigned.

Herr von Schoen has been appointed Ambassador to Paris in succession to Prince von Radolin, who is retiring into private life. Herr de Kiderlen-Wachter, German Minister at Bucharest, has been appointed German Minister for Foreign Affairs, while Herr Lentze, the burgomaster at Magdeburg, succeeds Baron von Rheinbaben.

It is understood that the Chancellor (Dr. Bethmann-Hollweg) desires to strengthen his position by the introduction of new blood.

THE DECLARATION OATH.

LONDON, June 28th.

Mr. Asquith, in the House of Commons to-day, introduced the Bill for amending the declaration oath in order not to offend the susceptibilities of Roman Catholics.

The Bill passed the first reading by 383 votes to 42.

IRISH RULERS.

LONDON, June 28th.

The "Daily Chronicle" learns that the Nationalists have decided to oppose the Budget unless they are satisfied that there will be no compromise on the subject of the veto of the House of Lords.

TURKEY'S APPRECIATION.

LONDON, June 29th.

A Reuter's wire from Constantinople states that the Chamber of Deputies was adjourned till November 1st.

The Grand Vizier praised the consistent friendliness of the Cretan Protecting Powers, and the attitude of Greece was without reproach. He hoped that the Ottomans would observe a dignified attitude to the Government, which had behaved with correctness.

CANAL TO COST £55,800,000.

FROM THE TYNE TO THE SOLWAY FIRTH.

A scheme of the utmost importance not only from the commercial, but from the strategic point of view, is that which is concerned with the construction of a canal between the Tyne and Solway Firth. Not only would the construction of such a waterway shorten by an average of 345 miles, the distance between the chief east and west coast ports, but its value to the Navy would be almost incalculable. This was strikingly demonstrated by Mr. J. Watt Sandeman in an address he delivered recently at a meeting of the members of the North-East Coast Institution of Engineers and Shipbuilders at Newcastle.

The proposed waterway, he said, should be suitable for the largest vessels afloat. The Tyne occupied the most central position in the North Sea, and the canal would therefore provide a safer route for ships, and shorten by an average of 345 miles the distance between the chief east and west coast ports. The coasting trade of the ports near the proposed canal amounted two years ago to nearly fifty-five million tons. The value of the canal to the nation might be considered from the point of view of the increased number of warships it would be possible to concentrate at any given point within a short time.

It appeared reasonable to assume that the advantage could be estimated as the equivalent to doubling the number of Dreadnoughts for emergency. The canal's strategic value would be enhanced by facilities which existed on the Tyne for the repair and outfit of warships. The safest canal would be one of uniform water level throughout, with locks at each end. The nature of the country through which it would pass lent itself favourably to construction. Its length would be 65 miles, the depth 36 ft., and the bottom width 16 ft. He estimated the cost at £55,800,000.

Certain manufacturers who have faith enough in their products to advertise them in this paper, are entitled to at least fair consideration. If you ask for any of these advertised goods and a substitute is offered or suggested, you had better walk out of that store and find one that will value your patronage highly enough to sell you what you ask for without question.

SUPREME COURT.

Wednesday, June 29th.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

THE POWER OF TRUSTEES.

Re the Ki Cheung firm.

His Lordship delivered his reserved decision in this matter. He said he could not profess to be satisfied with what the trustees had done. They seemed to have ignored altogether the requirements of the Ordinance, and to have done just what they thought necessary. True, they had not damaged the estate in any way, except to the extent of the loss which had resulted through investing money in their own bank. His Lordship said he was not satisfied with the costs incurred, and the order he would make was that the second bill of costs, the bill unpaid although it was practically approved by Mr. Wakeman, and although it had been taxed, should be re-taxed, and the trustees would pay in the difference between the two taxations. He thought that as light an order as he could make, and it was quite impossible that he could allow the trustees any remuneration.

The Deputy Official Receiver, Mr. A. G. M. Fleetcher, said he had made a recommendation that the estate should be handed over to the Official Receiver. He understood now that they desired to wind up the matter themselves, and he (Mr. Fleetcher) asked that the trustees be allowed to continue on condition that they paid into the Hongkong and Shanghai Bank the amount missing from the Wah Yik Bank.

His Lordship—I understood they were going to do that at once.

Mr. Bulmer Johnson (of Messrs. Denys & Bowley), who represented the trustees, said that one of the trustees was in America, and they were waiting to hear from him.

The Deputy Official Receiver—The trustee who is in America is trying to recover certain assets said to belong to the Wah Yik Bank with a view to putting that bank in a position of solvency. That may take a year or two.

His Lordship—The trustees must report to the Official Receiver within two months.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

PROVING A WILL.

Ho Ka Chey brought action against Ho Lo Shi and others to prove a will under the estate of Ho Yik Hang alias Ho Shui Hing deceased. Mr. C. G. Alabaster instructed Mr. C. E. L. Beavis (of Messrs. Wills & Co.) appeared for plaintiff, and defendant did not appear. Mr. Alabaster said the action was to prove a draft will because the original had been lost. Plaintiff was the executor named in the draft will, and he proposed to call him to state of his own knowledge that the will was made and that Mr. Beavis handed him a complete draft of it.

His Lordship—There are no papers on the file stating your case.

Mr. Alabaster—There are the affidavits. His Lordship—The Court never looks at affidavits except in conjunction with the statement of claim.

Mr. Alabaster—Then I ask leave to file a statement of claim.

His Lordship—I cannot proceed on a blank record.

Leave was granted to file a statement of claim.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

MITCHELL V. LEMM.

The hearing of this action was continued. The appellant sought that the judgment given on the point of law raised by the appellant on the 9th June, 1909, might be reversed; that the judgment given in this action on the 17th September might be reversed or varied; that the judgment given in this action on the 8th December might be reversed or varied; that judgment might be entered for the appellant; and that the costs of this application and in the Court below might be paid by the respondent to the appellant.

Mr. M. W. Slade, K.C., instructed by Mr. P. M. Hodgson (of Messrs. Ewins & Harston), moved the Court on behalf of the appellant (John Lemm), and Mr. C. G. Alabaster, instructed by Mr. D. V. Stevenson (of Messrs. Deacon, Looker & Deacon), represented the respondent (T. A. Mitchell).

The Chief Justice—We're sorry to trouble you, Mr. Slade, but there is a missing link in the argument which we could not quite supply.

Mr. Slade—I perceive it.

The Chief Justice—I want to see the connection between a declaratory act and your other argument.

Mr. Slade submitted the propositions he deduced. The effect of the declaratory act, he said, was that the law in the past became what it was declared to be by the act. All questions as to what the law on the particular point dealt with in fact was prior to the act, were settled by the act and for every purpose the law must be considered to have been what it was declared by the act to be and to have been. The result was that the law as it had been decided, or supposed to be, before the act, never had been the law, and all questions arising after the act must be dealt with on the basis that the supposed law never existed. The result was similar to the effect of repeal before the Interpretation Act, that the Repeal Statute was treated as never having existed, except with regard to decided and concluded cases. The result was that in the present action, which commenced after the declaratory act, it must be considered that the law at the date of the first action was

that damages could be recovered for the acts admitted to have been done. The corollary was that the decision in the first case was wrong, and if there had been an appeal that decision would have been reversed because a judgment given on appeal should be the same as that which would have been given if the case came at that time before the court of first instance. Mr. Alabaster replied to the argument of Mr. Slade, citing authorities in support of his contention. Their Lordships reserved their decision.

IN QUEST OF THE LONG-HAIRED TIGER.

Though there were few exciting incidents in Lieutenant Douglas' shooting trip in Manchuria, his descriptive gifts render his narrative interesting and readable. Stationed with his regiment at Tientsin, he occupied his two months' leave in a determined but fruitless quest for the long-haired Manchurian tiger. Though from a sporting point of view his expectations were a failure, yet we get many interesting facts about a country which is almost unknown to English travellers. Mr. Douglas describes the heterodox method of catching salmon in the Manchurian rivers.

All the Manchurian rivers are stocked in the autumn with salmon, but they will not take a fly, at least, I tried on several occasions with his success. Though I could see my number of them. The Chinese catch them with a hook at the end of a long pole, building dams across the stream with only a narrow entrance for the fish to get through, and jabbing the hook into them as they pass; they then dry the fish, and keep them for food in the winter. They are excellent eating, and possess great heat-producing properties.

BUSINESS DEPRESSION IN JAPAN.

The *Jiji Shimpō* declares that the Japanese Government is responsible for the business depression in Japan. The money market is at present unprecedentedly dull, and deposits in the banks of the principal cities are daily increasing, due to the recent redemption of public bonds. With the exception of electric and gas enterprises, no new undertakings have yet been mooted by the people. No one in Japan to-day dares to start a railway undertaking, because of the fear that the lines will be monopolised by the State. The result is that no development is attained in commerce and industry in those districts where there are still no railway lines. Furthermore, the lucrative businesses, not only in Japan, but in Korea and Manchuria, have been monopolised by the Government. It is no wonder, therefore, that in spite of the accumulation of idle money on the domestic market, people refrain from launching new undertakings. To remedy this state of affairs, remarks the journal, it is incumbent upon the Government to limit the scope of its official businesses, and to take suitable measures to develop the national resources.

KOREANS AS INDUSTRIAL WORKERS.

Mr. Okazaki, Director of the Japan-Korea Gas and Electric Company, speaks highly of Koreans employed in his company, says the *Korea Press*. All the lower-class employees of his company are Koreans; Japanese are employed only as their superintendents. The Koreans work faithfully and are contented with low wages. When any of them are found to be unsatisfactory, they may be dismissed without the least fear that employers will not do so. Recently two vacancies occurred in the company, and immediately there came applications from forty candidates. Mr. Okazaki says that so far as the experience of Mr. Okazaki for about ten years and his own for two years goes, Koreans employed are in general far better than Japanese. The latter are hard to control and must be paid high wages, but the former are easy to manage and their wages are cheaper. As the result of dismissal of Japanese employees and the employment of Koreans in their place the company has been enabled to save ¥10 per man a month. This means a saving of over ¥1,000 per month on the whole. The *South Press*, commenting on the above, says: "We are entirely at one with Mr. Okazaki in his view as regards the merit of Korean employes. When they are properly treated they show themselves faithful and diligent in their work and obedient to their employers. Moreover, they are required to do routine work and they seem to be really very excellent hands. But they generally seem to lack the initiative faculty as well as ability to attain great skill. It is the verdict of all those who have had many years' experience with Koreans that they are a people destined to be led, but not to lead others."

LANDING AT CANTON.

In the June number of *Travel and Exploration* Mrs. Gabrielle M. Vassal writes entertainingly of her holiday in the Philippines, and as a result of her observations and possession of considerable narrative gifts her readers benefit. Canton is a favourite subject with globe-trotters of scribbling tendencies, and has been described, perhaps more often than any other Chinese city, but Mrs. Vassal succeeds in throwing fresh light on its street and river life. The landings at "the most wonderful city in the world" is vividly and realistically pictured. Indiscreetly we get a glimpse of the solid indifference to danger and death which seems to be the attitude of the Chinese, which shows them to be possessed of a good deal of courage, if only of the passive kind. Before our steamer could arrive at her destination she was literally pushing aside the native boats with her bows, being obliged to cut her passage by sheer force. Except for an occasional glimmer of light between the sampans there was no water to be seen. It required contained a family or more, and it required their united strength to hold it in position; there were sometimes free fights with the oars, and we were somewhat alarmed at the thought that we ourselves must enter into this fray. We descended the ship's ladder, but every time I raised my foot to step into the hotel boat, which was there in readiness, the boatman was knocked up and it was hauled two or three yards away. A Chinese of the better class, in spite of being dressed in silk trousers and a fine suit, was too impatient to wait for his boat to come to the ladder and jumped over the side. At the critical moment his boat was dragged back by another behind, and he and his little yellow gladiator bag disappeared into the river. The little intervening space of water had been immediately filled up by another sampan, and the poor man had absolutely no place where he could come to the surface. Fortunately, the surrounding sampans realized this, and for the moment they actually left the business in hand and searched for their unfortunate compatriot. An arm stretched suddenly out of the water above his whereabouts, and two sampans being pushed apart, we saw a woman fish him out of the water, having first placed the yellow bag in safety. Nobody took any further notice of him, and he himself seemed absolutely unconcerned except about the contents of his little bag, which he at once started to examine!

NOTICE

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 33. Telephone No. 12. A.B.C. Telegraphic Address: Presses Codes: A.B.C. 5th Ed. 18th.

NEW ADVERTISEMENTS

NOTICE

THE SALE OF FURNITURE advertised for Sale YESTERDAY, at 2.30 p.m., is POSTPONED until TO-DAY, the 30th inst., at 2.30 p.m.

HUGHES & HUGH,
Auctioneers.
Hongkong, 30th June, 1910. [784]

BOXING! BOXING!

CITY HALL

SATURDAY NEXT, JULY 2ND.

MAIN EVENT:

20 Rounds.
SERGEANT PIGGOTT v. BATTILING WILCOTT.
10 ROUND CONTEST:
GUNNER ARUNDEL v. EDDIE BURNS (Chicago).
8 ROUND CONTEST:
LANCER CORPUS v. HARRIS.
GUNNER BEDBROOK.
6 ROUND CONTEST:
E. COYNE (N.Y.) v. DRUMMER BOUCHIER.

Referee: J. DEMPSEY.

Commencement 9.15 p.m. prompt.

PRICES: \$3, \$2, \$1, AND
RINGSIDE SEATS \$5.

H. LEVITT,
Promoter.

Hongkong, 30th June, 1910. [785]

IN THE SUPREME COURT OF HONGKONG

PROBATE JURISDICTION.

IN THE GOODS OF SORABJEE BYRAMJEE BHABHA (in the Will written SORABJI BYRAMJI BHABHA), formerly of Hongkong but late of Bombay, in the Empire of India, Merchant, deceased.

NOTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting the time to the 30th day of July, 1910, within which all creditors and other persons having any claims or demands upon or against the above Estate are to send in such Claims. All Creditors and other persons are accordingly hereby required to send particulars of their Claims to the Undersigned before the date mentioned.

Dated the 24th day of June, 1910.
JOHNSTON, STOKES & MASTER,
Principals, Buildings,
Ice House Street,
Solicitors for the Administrator.

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NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

For SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE I.G.M. Steamship.

"LUETZOW."

Capt. W. Barthel, will leave for the above places TO-DAY, the 30th June, at 10 A.M.

For further particulars, apply to

NORDDEUTSCHER LLOYD, BREMEN.

MEYER & CO., General Agents.

Hongkong, 29th June, 1910. [5]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

For EUROPE, (via Ports of Call).

THE Steamship

"YORCK"

Captain J. Randerzmann, will leave for the above places (from the Co's Quay), TO-DAY, the 30th inst., at Noon.

For further particulars, apply to

NORDDEUTSCHER LLOYD, BREMEN.

MEYER & CO., General Agents.

Hongkong, 30th June, 1910. [5]

From EUROPE.

THE H.A.L. Steamship

"MECKLENBURG."

Captain Malchow, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading counter-signed by the Undersigned.

Optional Cargo will be carried on unless notice to this contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th July will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th July, at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:

Ex s.s. "Sonok" from Sotobal.

Ex s.s. "Holar" from Copenhagen.

Ex s.s. "Germania" from Göteborg.

Ex s.s. "Hamburg" from Hamburg.

Ex s.s. "Sphonia" from Bordeaux.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 29th June, 1910. [783]

PUBLIC COMPANY

CHINA LIGHT AND POWER CO. LTD.

LOST.

CERTIFICATE of 100 Shares standing in the Register of this Company in the name of ARTHUR OSCAR SMITH MANNERS has been LOST.

Serial No. 269-13313/13412-100 S's.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 24th June, 1910. [775]

INTIMATIONS

HONGKONG ICE COMPANY.

AN EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers at Noon on MONDAY, 4th July, to consider the proposed extension of plant and premises.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 23rd June, 1910. [774]

KOWLOON HOTEL.

IT IS HEREBY NOTIFIED that the above HOTEL will, as from the 1st July next, be taken over by the Executor of the late Mr. J. W. OSBORNE, and from that Date will be under entirely New Management. The New Management will not be responsible for any debts incurred prior to the 1st July by the late Management.

Dated 24th day of June, 1910: [778]

THOUSANDS OF DOLLARS ARE
SAVED BY THE EXPENDITURE
OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospectus samples and all information from the General Agents,

SIEMSEN & Co.
(Machinery Dept.), Hongkong.
748]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1908 £19,121,310.

I. Authorized Capital ... \$6,000,000
Subscribed Capital ... 3,250,000
Paid-up Capital ... 1,250,000 0 0

II. Fire Funds ... 1,250,000 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & Co.,
Agents.
Hongkong, 15th January, 1909. [908]

FEDERAL MARINE INSURANCE CO., LTD., OF ZURICH.

THE Undersigned have acted as GENERAL AGENTS of the above Company for the past 15 years, and continue to ACCEPT RISKS at Current Rates.

DARY BURJOR & Co.,
General Agents,
28, Des Voeux Road, Central.
Hongkong, 23rd May, 1910. [685]

LABUAN COAL.

NOTICE—THIS COAL can only be obtained from THE LABUAN COAL-FIELDS CO., LTD., who are prepared to Supply FRESH COAL straight from the Mines.

Steamers load at the Wharves. Quick despatch. Telegrams: "Labor Labuan."

BRADLEY & Co., Agents.
Hongkong, 12th August, 1909. [629]

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [629]

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BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [629]

BRADLEY & Co., Agents.

Hongkong, 12th August, 1909. [629]

FOR SALE

CHEAP SALE.

PIECE GOODS AND CLOTHS.

KAM SUN.

88, Queen's Road, Central.
Hongkong, 22nd June, 1910. [768]

NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE - - - - \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 36, at PRATA EAST. Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285.

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—G. FENWICK & Co., Ltd.,
ENGINEERS, &c.,
PRATA EAST, HONGKONG.
Hongkong, 8th June, 1906. [84-168]

CHEESE

MILD CANADIAN STILTON

60 CENTS PER LB.

THE

DAIRY FARM CO., LTD.

[42]

GRACA & CO.

27, Des Voeux Road.

Dealers in

ASIATIC POSTAGE STAMPS AND

PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE

STAMP CATALOGUE for 1910.

Picture and Painting Books, Novels, Postage

Stamp Albums with Movable Leaf, Puzzle Post

Cards, School and Shopping Bags, Dolls, Toys,

Cigars, Cigarettes, &c., &c.

Inspection Invited. [475]

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TO LET

TO LET.

FIRST FLOOR of No. 4, Des Voeux Road, recently vacated by Institution of Engineers and Shipbuilders.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Office.

One GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON & Co., Ltd., [95]

Hongkong, 8th March, 1910.

TO LET.

NO. 156, PRATA EAST, From 1st June.

ALSO

OFFICES, at No. 2, PEDDER STREET, from 1st July.

Apply—Messrs. JARDINE, MATHESON & Co., Ltd., [706]

Hongkong, 1st June, 1910.

TO LET.

OFFICES in Des Voeux Road, Central, corner of Ice House Street.

Apply to—

Messrs. PERCY SMITH & FLEMING, [440]

Hongkong, 2nd June, 1910.

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [89]

Hongkong, 1st June, 1910.

TO LET—AT MACAO.

A LARGE BUNGALOW, with Garden and back yard, situated near the Band Stand at the Avenida.

Apply to—

C. A. B. D'ASSUMPCAO, [719]

Hongkong, 6th June, 1910.

TO LET.

NO. 19 and 21, SHELLEY STREET, 5-Roomed House.

GODOWN, 18, Duddell Street.

"MILANDON," No. 5, Des Voeux Villa, Peak.

"CHELTONDALE," No. 100, PRATA, Fully furnished for September and October, 1910.

No. 2, CONDUT ROAD, 5-Roomed House, from 1st June or 1st July, 1910.

A WELL-FURNISHED HOUSE in Kowloon, with use of Tennis Court, from 1st June, 1910.

No. 9, PRACONFIELD ARCADE (Shop), PREMISES at PRACONFIELD, Canton, lately in occupation of the Canton Kowloon Railway.

FOR SALE.—Tox Caber, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, [91]

Hongkong, 22nd June, 1910.

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook, sent post free.

MELVILLE, GYLN & Co., Bankers, 3, Rue de la Bourse, PARIS (France). [230]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT HAS DONE FOR OTHERS it will DO FOR YOU.

Its refreshing and exhilarating effects are a revelation to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you cannot fail to appreciate.

The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Scotch Road, Shanghai. [714]

NOTICES TO CONSIGNEES

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Company's Steamship

"CARDIGANSHIRE," having arrived from the above Port, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 30th inst., at 5 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 30th inst. No Claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th June, 1910. [771]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOBLINZ"

having arrived from the above Port, Consignees of Goods are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point, Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd July, at 9.30 A.M.

All Claims must reach us before the 6th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 25th June, 1910. [5]

"GLEN LINE OF STEAMERS."

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENESK."

Captain J. Rafferty, having arrived from the above Port, Consignees of Goods are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before To-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, 4th July, at 5 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th July will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 28th June, 1910. [780]

MARTIN'S
APIOL STEEL
PILLS

A French Remedy for all Irritation.
Thousands of Ladies always keep a box of Martin's Pills in the house, as it is the best of any for irregularity of the system, a sure cure for constipation. Those who use them recommend them, hence their popularity. All Chemists and Druggists sell them. Write for the full particulars to the Proprietor, Martin's Pills, 1, Rue de la Bourse, Paris.

MARTIN'S
APIOL STEEL
PILLS

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT



SCOTCH WHISKY.

SOLE AGENTS IN HONG KONG, CHINA & MANILLA

A. S. WATSON & CO. LTD.

593

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY AND DEBILITY

CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME

It increases vital energy and nerve force, cures Neurasthenia, Gynasthenia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

VISITORS TO CANTON

Should Purchase

"FROM HONGKONG TO CANTON, BY THE PEARL RIVER."

BY CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

Price \$1.75

On Sale at—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WALSH.

Messrs. BREWER & Co.

Messrs. A. S. WATSON & Co.

Canton: Messrs. A. S. WATSON & Co.

Hongkong, 4th October, 1909.

TOURING IN JAPAN.

SERIOUS DRAWBACKS THAT FOREIGN VISITORS ENCOUNTER.

The Japanese of to-day is not very fond of criticism. Yet Japan badly needs friendly criticism.

Panegyrics have, from the tourist standpoint, been overdone, in regard both to the land and the people. Criticism may be equally exaggerated in the other direction. Hence this need for extreme care in comment, but in fairness to the tourist and the visitor, to whom nowadays so cordial an invitation is officially extended, some plain dealing may be useful about plain things.

In the first place, the natural attractiveness of the country is greatly over-rated. Its most enthusiastic votaries are often Europeans living on the Chinese mainland, who may be well excused their lack of discrimination, or Americans and Europeans, principally the former who have done very little world travel at all. Even tourist agencies often warn travellers against visiting Japan after tropical countries, such as, for instance, India. There is indeed no comparison possible. In point of fact the scenery in Japan is by no means exceptional—it is not comparable even with New Zealand, and there are at least four European countries which would equal the best which Japan can produce. Indeed, it is not fair to balance this "country in miniature" against any other land. There are only a few very favoured spots, well off the beaten track, and while the show places are pretty and sometimes "dainty," they are not specially distinctive, and certainly never very striking.

JAPANESE SKYSCRAPERS.

Finally, there are vulgarising agencies at work everywhere. The Japanese advertisement is almost as enterprising as the American, and the American, on the other hand, is a colossal and crude advertisement of a pill destroys the entire artistic surroundings of the Shogun Bridge at Nikko; the vandal who vendes his wares by plastering the peaceful hillsides with gigantic lettering is always to be found in the most picturesque spots, such as the Straits of Shimotsuki and the attractive valley between Kyoto and Lake Biwa. At the pretty and famous annual boat race on the Sumida, at Tokyo, the "The Open" of the River, it was a lowering construction with gas flares, which boomed somebody's beer; everyone erects massive appeals to the buyer in the quaint and often pretty fields by the side of the railways; half the fans in existence are a shirk for financial patronage of somebody's goods; the "electric sky-scraper" advertisements in Japan as in London, and so do the theatre curtains.

There is, save the temples and two or three palaces, little extension of Japanese architecture worth detailed mention—the earthquakes and these are partly responsible. The existent and nascent efforts at new style are commonplace French in character. The village scheme of structures is drab and unimpressive. Most of the houses are built of wood on the same pattern, as a rule, two storeyed, with roof of thatch, tile, or galvanised iron. There is little note of colour. Of the interiors it has been said that even the humblest endeavours to "create its corner of Paradise." This is quite true, but while there is much attractiveness in detail, there is little variety in general design. Nearly all Japanese interiors have the same main scheme of construction and ornamentation. I know it is a prevalent idea that Japan is more or less a perpetual feast of colour. It is nothing of the kind. It has its flower seasons, but the cherry blossom only lasts ten days at the most, and may be over in a third of the period, while the famous wisteria is only in its prime for a fortnight at the outside. As to the other flowers, such as the lotus and even the chrysanthemum, many countries can boast of more than Japan. The Japanese make very few comparisons. The lafage, it is quite true, picturesque in autumn, but the tints are as good in most other countries. India is incomparably richer and wealthier in gorgeous colours. The birds and butterflies are much brighter in the tropics, and the dress, particularly of the women, is infinitely more picturesque in other sun countries, notably Burma. Indeed the untrained, uneducated of the Mousme and Goleha has much to answer for.

RAPID TRANSIT UNKNOWN.

Now what has the tourist to expect? He encounters a system of organized pollution. Prices are higher, and the service is notably inferior, but there he gets more for his money. The hotel accommodation throughout Japan, with two or three well-known exceptions, is notoriously bad. The service is always slow. The rooms are poor, ill-fitted, and not over clean, possess few or no comforts and conveniences, such as electric fans, and the food is often second-rate. The personnel of the hotels is frequently indifferent to visitors' wants, or ill-informed, or both. Charges are nearly always high; two typical ones I heard of were an ordinary luncheon at 14c. 6d., and a room, with breakfast, at 21c. 6d., both at small Japanese inns.

Nor is this all. The train service, always indifferent, has steadily deteriorated under Government ownership, which—no secret is made of it—is commencing on rolling-stock and upkeep. Indeed, the *Quaker* *Asahi*, a very reputable journal, asserts that cars are now run on local services which would not in other countries be allowed out of the repair shops. The express, owing to the narrow gauge, and not expressed according to the European standard, and on some lines frequented by tourists there are no fast trains at all.

Nor are there many railways, yet the moment when the tourist leaves the beaten track he finds the poorest roads imaginable. Really they are not roads at all. The road from Nikko to the fashionable resort of Chuzenji is merely a rough mountain track, and bad at that. Horrors are where they do exist—everywhere poor, and everywhere very dear, while coolies are often exorbitant and insolent.

European food is quite unobtainable, save in the cities and in the mountain and health resorts. Indications as to places and distances are very indifferent, save on the boards at railway stations. Even at Tokyo the innumerable tramways, which have helped to render the town an uninviting wilderness of poles and wires, only show the destination in Japanese, and are therefore useless to the foreigner, while the names of streets, if written at all in Roman characters, are usually so dexterously concealed that few can find them. Guides are usually very unreliable—they collaborate with the shopkeepers, and compile a programme which they themselves prefer—while coolies who speak English should seldom be trusted, as they only know enough to mislead. The few carriages which can be hired are not comfortable and less agreeable than the rickshaws. The postal service is phenomenally poor, and not above suspicion in point of honesty; while telegraph expeditions are erratic.

The Japanese does not understand comfort as a foreigner does. In winter it is often very cold and cheerless, and in summer, when the temperature is as high as in Calcutta or Shanghai, there are few or no fans in the stuffy hotels.

WHILE THE INDIA SYSTEM OF HEAT PROTECTION DOES NOT EXIST, SUFFICIENT ARRANGEMENTS ARE MADE FOR COMING JAPANESE EXHIBITION.

And yet, in the face of this state of affairs, the Government is contemplating a great Exhibition and making a special appeal to the foreign tourist. I wish I could believe either that the Exhibition was necessary or would be a success. Japan is doing well enough commercially without wasting money on an Exhibition, which is located in a district remote from the centre of Tokyo, itself a most unattractive city, and possessed of few charms which make any appeal to the visitor. Indeed, no tourist really needs to go to Tokyo at all if he wishes to see Japan at its best. A large sum of money is being allocated for the expenses, but it is quite inadequate, and I cannot see how the undertaking will prove remunerative. There is, however, one hope—that the Government, realising the existing shortcomings, may try to remedy them. It certainly intends to build hotels, improve means of transport, and so forth. At any rate, unless something is done, the tourist may well hesitate about visiting the country; perhaps he is already warned, since the past season had been quite disastrous. I am not surprised, I am only sorry that Japan, which has accomplished such marvels in so short a space of time, should not set her house in order for the foreign visitor who she invites. If she did not invite him, one would have no reason to criticise, but she does.—*Daily Chronicle*.

DEATH OF DR. ROBERT KOCH.

Professor Robert Koch, the famous bacteriologist, died at Baden Baden, on May 27th, from a disease of the heart. He was born at Klumbach, Hesse, on December 11, 1843.

Professor Koch became distinguished as an investigator of micro-organisms, but probably gained most of his renown as the discoverer of the bacilli of tuberculosis and of cholera. It was in 1882 that Professor Koch first announced his discovery of the bacilli of tuberculosis. The following year he was sent by the German Government to India and Egypt to study cholera, and there he discovered the comma bacillus, the presence of which is regarded as an infallible test in diagnosing Asiatic cholera.

Professor Koch received decorations from the German and French Governments for his discoveries. He visited the United States in 1908 and attended the International Tuberculosis Congress in Philadelphia.

In the death of Dr. Koch the medical world loses one of its greatest authorities on bacteriology. For nearly forty years he had made the study of disease germs his life work. He developed and advanced the theories of the theories of Lister, Pasteur and others, and vastly improved the methods and technique of bacteriological investigation until it has become the real science of preventive medicine.

Dr. Koch's entire life was given to painstaking and persevering but bold and original research in medicine, particularly in the development and extension of our knowledge of the disease-bearing germs and their behaviour under all possible conditions affecting human health.

The last great work undertaken by Dr. Koch was the study of the mysterious sleeping sickness, which is decimating some of the tribes of Africa. For nearly two years he lived in the germ-laden regions of Lake Nyassa, devoting all his energy to the strange malady, and discovered palliatives and methods of checking the spread of the disease.

Dr. Koch's career as investigator began after his graduation in 1866 from the University of Göttingen. During the fourteen years following, which he spent as a humble practicing physician in several small towns of Eastern Prussia, he was studying bacteriology, then a new and unexplored science. He was by the discovery and use of tuberculin (generally known as "Koch's lymph") that his fame became world-wide. This tuberculin, which he prepared in 1891, he himself claimed to be useful only in pulmonary tuberculosis, confining its use to the comparatively early stages of the disease.

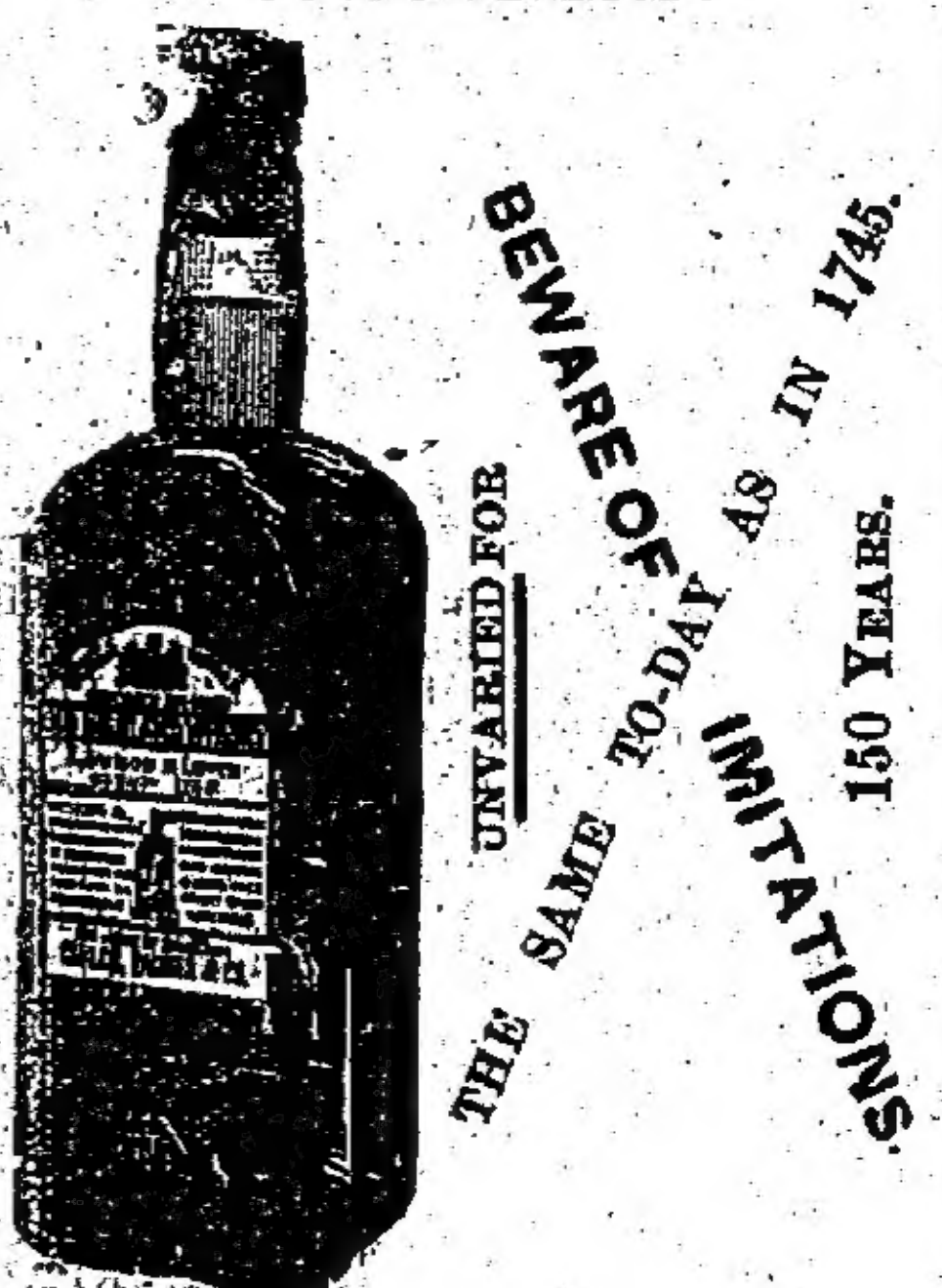
A good deal of undeserved criticism was passed upon Dr. Koch because of the failure of this tuberculin to fill popular hopes. It was used in untold cases, in too large doses, and without certain necessary precautions which had been prescribed, and of course, failed to work the almost miraculous cures expected of it. As an agent of proved value in certain cases, however, its importance in medicine is unquestioned. Dr. Koch, strange to say, held that tuberculosis in man is a disease distinct from tuberculosis in cattle and other lower animals, and he denies the possibility of the transmission of the disease from these animals to man. The great mystery of the medical profession, however, now held to the contrary view.

Koch's investigations and discoveries with regard to the cholera bacillus have been the foundation of investigations carried on in Egypt, India, and in other Asiatic countries, and have made possible a much more definite knowledge of epidemic cholera conditions and methods of preventing the spread of this dread disease.

Wide and generous recognition of Dr. Koch's scientific achievements has been given him, not only by his own but by other governments. In 1880 he became a member of the force of the Imperial Health Office at Berlin. Three years later he was made Privy Councillor, and in 1885 he was appointed director of the new Hygienic Institute of the University of Berlin. He went to Italy, Egypt and India in 1884 as the head of the German Cholera Commission, and on his return was decorated by the Emperor and presented with \$25,000 in recognition of his services in discovering the cholera bacillus. A year later he went to France as the German Government's official cholera commissioner. In 1891, upon the founding of the Institute for Infectious Diseases in the German capital, Dr. Koch was made director. Twice, in 1896 and in 1903, he went to South Africa to study the rinderpest, and in 1897 he took an extended trip through German East Africa to study malaria. In 1905 he was awarded the Nobel prize for achievements in physiology. His best known works are "On Cholera Bacteria," "On Bacteriological Investigation," and "The Investigation of Pathogenic Organisms."

"The Flower of Destiny" is the attractive title of a volume of fiction, describing in a picturesque way, the romances of the old days of the Serail, by Margaret Mordecai, author of "The Key to the Orient," etc. Mrs. Mordecai is thoroughly imbued with the spirit of the Orient, and has succeeded in reproducing in the pages of her volume, with a delicacy which makes the book distinctive, the gorgeous life of the East, with all its gorgeous charm, its glitter and jewelled splendour, with its emotionalism, its pathos and its tenderness. Messrs. Putnam are the publishers.

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & CO., and from ALL WINE MERCHANTS. [46]

SHIPPING IN PORT.

STRANERS

ALINE WORMANN, British str., 1,449, J. D. Martin, 7th June—Saigon 2nd June, Rice and General—China.

AMABA, British str., 1,555, C. J. Mattock, 25th June—Java 16th June, Sugar—Jardine, Matheson & Co.

ANHU, British str., 1,350, J. B. Harris, 13th June—Shanghai 9th June, General—Butterfield & Swire.

CATHERINE APAR, British str., 1,730, G. F. Hudson, 23rd June—Calcutta and Straits 7th June, General—David Sassoon & Co.

CHONGSHING, British str., 1,256, Liddell, 28th June—Tientsin 22nd June, General—Jardine, Matheson & Co.

CHOSHO MARU, Japanese str., 1,301, T. Sura, 25th June—Swatow 25th June, General—Osaka Shosen Kaisha.

CHOWAL, German str., 1,115, Moller, 25th June—Ban, kok 17th June, Rice—Butterfield & Swire.

DERWENT, British str., 1,562, J. Jenkins, 20th June—Saigon 17th June, Rice—Man Fat & Co.

ESKDALE, British str., 1,946, H. Adam, 25th June—Aden 31st May, Salt—Order.

FRITZPATRICK, British str., 2,838, R. E. Hutchinson, 20th June—Moji 14th June, Coal—Order.

FRUZE, British str., 838, H. Nelson, 24th June—Saigon 19th June, Rice—Barrett & Co.

GRANVILLE, British str., 2,275, J. Rafferty, 23rd June—London via Singapore 22nd June, General—Shewan, Tomes & Co.

HONG SHUN, Chinese str., 609, Marakano, 24th June—Amoy 23rd June, Ballast—Order.

HUE, French str., 742, Panier, 8th May—Haiphong 5th May, General—A. E. Marry.

KRONWAL, German str., 1,115, Joh. Zähler, 25th June—Bangkok and Hoihow 24th June, Rice—Butterfield & Swire.

KUNBERG, British str., 1,234, J. Mathie, 24th June—Manila 21st June, General—Dodd, well & Co.

KWAKELER, Chinese str., 1,469, Lincoln, 25th June—Shanghai 21st June, General—C. M. S. N. Co.

MACHAW, German str., 998, C. Wolf, 27th June—Bangkok and Kohchang 21st June, Rice—Butterfield & Swire.

MEKROO, Chinese str., 1,339, J. McArthur, 28th June—Shanghai 25th June, General—C. M. S. N. Co.

MONGOLIA, American str., 8,750, E. P. Kett, 26th June—San Francisco 24th May, General—P. M. S. & Co.

NAMKANG, British str., 2,591, P. M. B. Lake, 28th June—Calcutta 12th June, General—Jardine, Matheson & Co.

ONKANG, British str., 1,787, E. J. Buller, 24th June—Moji 17th June, Coal—Mitsui Bussan Kaisha.

PRINCEWILL, German str., 1,267, D. Reimers, 27th June—Bangkok 21st June, Rice and Timber—Butterfield & Swire.

SARIN BANDHAN, Chinese str., 667, J. Martin, 29th May—Singapore 22nd May, Wood and Iron—E. C. Willis.

SELIA, Norwegian str., 2,789, Olaf Lie, 25th June—Portland 8th May, General—Portland Asiatic S.S. Co.

SHIMOKAWA MARU, Japanese str., 1,938, K. Muto, 25th June—Moji 17th June, General—Osaka Shosen Kaisha.

SINGAN, British str., 1,647, Jameson, 23rd June—Haiphong 21st June, General—Butterfield & Swire.

SPIN, Norwegian str., 871, H. E. Solum, 16th June—Saigon 12th June, Rice—Angsard, Thomson & Co.

SUBANG, British str., 1,760, M. Picknell, 27th June—Chingwantao 20th June, Coal—C. E. M. & Co.

TELEMACIUS, British str., 1,340, Edwards, 21st June—Saigon 17th June, Rice—Wo Fat Sing.

TENTY MARU, Japanese str., 7,265, Ernest Bent, 28th June—San Francisco 31st May, May, General—Toyo Kisen Kaisha.

TSUNOBU MARU, Japanese str., 4,128, N. Inoki, 27th June—Moji 22nd June, Coal—Mitsui Bussan Kaisha.

TYMERIC, British str., 2,159, Robt. McIlwaine, 25th June—Newcastle, N. S. W., 3rd June, Coal—Order.

VALDEIRA, British str., 3,494, McDougall, 18th June—Moji 12th June, Coal—Mitsui Bussan Kaisha.

VERSTAD, Norwegian str., 1,122, Bertelson, 26th June—Penang 18th June, Ballast—Order.

VOLNER, British str., 2,599, H. Jackson, 26th June—Singapore 19th June, Petroleum in bulk—Asiatic Petroleum & Co.

YUENKANG, British str., 1,128, P. H. Rolfe, 27th June—Manila 25th June, General—Jardine, Matheson & Co.

ZAFRO, British str., 1,618, R. Rodger, 27th June—Manila 24th June, Hemp, Sugar and General—Shewan, Tomes & Co.

SAILING VESSEL

ARROW, British barque, 2,971, McIvor, 20th May—Amoy 8th April, Kerosene Oil—Standard Oil Co.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. P. R. Adams, Mr. R. Mandell

Mr. G. H. Allen, Dr. O. Martini

Mr. and Mrs. J. T. Andrew, Mr. J. W. Martin

Mr. A. L. Anson, Miss K. A. Massey

Capt. F. C. Armstrong, Mr. G. O. McIntosh

Mr. J. H. Backhouse, Mr. J. H. McIntosh

Mr. A. Bagg, Mr. & Mrs. W. J. McNeil

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SIMLA Capt. C. D. Goldsmith, R.N.R.	2 P.M., 30th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	JAVA Capt. A. Thompson	Noon, 2nd July	Freight only.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 7th July	Freight and Passage.
LONDON via USUAL PORTS 2 OF CAL	DELTA Capt. B. W. H. Snow	Noon, 9th July	See Special Advertisement.
SHANGHAI, TAKU, NA- GASAKI, MOJI, KOBE and YOKOHAMA	CANDIA Capt. W. E. Hickey	About 11th July	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 30th June, 1910.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
NINGPO, WEIHAWEI, CHEFOO & NEWCHWANG	"PAOTING"	On 30th June, 4 P.M.
SHANGHAI	"ANHUI"	On 30th June, 4 P.M.
SAIGON	"TIENTSIN"	On 1st July, 4 P.M.
AMOI, CEBU & ILOILO	"KAIFONG"	On 2nd July, 3 P.M.
SHANGHAI	"FOOCHOW"	On 3rd July, 10 A.M.
HAIPHONG	"CHIHIL"	On 5th July, 10 A.M.
SAMARANG & SOERABAYA	"SHANTUNG"	On 5th July, 4 P.M.
CHEFOO & TIENTSIN	"KUEICHOW"	On 7th July, 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried.
REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior
Passenger accommodation with Electric Light throughout and Electric Fans in the State-
rooms and Dining Saloon.FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI" "CHEYAN,"
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout
and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai
direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze
and Northern China Ports.N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY
Night.These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
transhipment at Woosung.
FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. 18

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, HANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and BALTIC PORTS	"NIPPON"	First half of July.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN and BALTIC PORTS	"INDIEN"	End of August.

For Further Particulars apply to
Hongkong, 27th June, 1910.MELOHERS & CO.,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"KWONGSHANG"	Thursday, 30th June, Noon.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 1st July, Noon.
MANILA	"YUENSANG"	Friday, 1st July, 4 P.M.
TIENTSIN	"CHEONGSHING"	Sunday, 3rd July, 4 P.M.
HAIPHONG & CHEFOO	"POOKSANG"	Wednesday, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Friday, 8th July, 4 P.M.
MANILA		

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG" and "NAMSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified Surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout
with Electric Light.Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang
Telephone No. 215, Sul, Exch. 4.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
Hongkong, 30th June, 1910. GENERAL MANAGER [14]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 1st July, at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th July, at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 8th July, at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN," Capt. A. H. Stewart { THURSDAY, 30th June, at 10 A.M.
SUNDAY, 3rd July, at 10 A.M.
Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).
During the Months of July, August and September, a Special Reduction of 20% on
Fares to Foochow and Return will be Allowed.
For Freight and Passage apply to—DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 30th June, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. KIYO MARU	17,200 tons gross	Sail Aug. 24th, at Noon.
S.S. BUYO MARU	10,500 "	Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.
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Hongkong, 31st January, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO and PORT SAID	AKI MARU Capt. K. Homma, MISHIMA MARU Capt. A. E. Moses, KAGA MARU Capt. M. Hagino,	7,000 9,000 7,000	WED'DAY, 6th July, at Daylight WED'DAY, 20th July, at Daylight WED'DAY, 3rd Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. S. Horiuchi,	7,000	SATURDAY, 16th July, from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and SHIMIZU YOKOHAMA	INABA MARU Capt. K. Kawara, TAMBA MARU Capt. K. Sato,	7,000 7,000	TUESDAY, 19th July, at 4 P.M. TUESDAY, 19th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, NIKKO MARU Capt. M. Yagi,	5,000 6,000	FRIDAY, 8th July, at Noon. FRIDAY, 5th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	TOSA MARU Capt. Y. Nomura,	6,000	THURSDAY, 30th June, P.M.
SHANGHAI, MOJI and KOBE	WAKASA MARU Capt. N. Nielsen,	7,000	WED'DAY, 6th July.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	5,000	WED'DAY, 6th July, at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson,	9,000	THURSDAY, 7th July, at 4 P.M.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

* Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States,
Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC
RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki
and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, etc., apply at the Company's
Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 30th May, 1910.

T. KUSUMOTO,
MANAGER * [13-125]

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	H. Hodger	Manila	On 9th July, Noon.
REUBI	2540	A. Fraser	Manila	On 16th July, Noon.

For Freight or Passage apply to
Hongkong, 27th June, 1910. SHEWAN, TOMES & Co.,
General Managers. [12]

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Sea and Baltic Ports,
and all North and South American Ports
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to
Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

OUTWARD.	FOR MARSEILLES, HAVRE & HAMBURG:
FOR SHANGHAI, KORE & YOKOHAMA:	S.S. WESTPHALIA ... 6th July.
S.S. MECKLENBURG ... 1st July.	FOR ROTTERDAM, HAMBURG & ANTWERP:
S.S. SCANDIA ... 14th July.	S.S. SITHONIA ... 22nd July.
S.S. SAXONIA ... 28th July.	FOR HAVRE & HAMBURG:
S.S. SPEZIA ... 12th Aug.	S.S. ARABIA ... 23rd July.
S.S. ALESIA ... 26th Aug.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. AMBRIA ... 8th Sept.	S.S. MECKLENBURG ... 8th Aug.
	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. BRASLIA ... Middle of Aug.
	FOR HAVRE & HAMBURG:
	S.S. SCANDIA ... 15th Aug.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th June, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY ANDTHE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest
and fastest route from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via KEELUNG, MOJI, KOBE and YOKO- HAMA	"SEATTLE MARU" Capt. T. Saito "CHICAGO MARU" Capt. I. Goto	6,182 6,182	WED'DAY, 13th July, at Noon. WED'DAY, 10th Aug., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage
Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
SHANGHAI via SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU" Capt. T. SURUGA	THURSDAY, 30th June at 10 A.M.
TAMSIU via SWATOW & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 3rd July, at 10 A.M.
ANPING via SWATOW & AMOY	"JOSHIN MARU" Capt. Y. YAMAMOTO	WED'DAY, 6th July, at 10 A.M.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to
Shanghai in connection with the Nanking Exposition from June 1st, 1910.
Fair Speed. Superior Passenger Accommodation. Electric Light throughout.
First Class Cuisine.
The Newly Built Steamers: "CHOSHUN MARU" and "BOJUN MARU" have First Class
Cabins AMIDSHIP.For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local
Branch Office, at Second Floor, No. 1, Queen's Buildings.

7037

T. ARIMA,
MANAGER

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS
SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION
PLAYS of 1910, AND THE ANGLO-JAPANESE EXHIBI-
TION of 1910.Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:
32, WATER STREET,
YOKOHAMA.

"THE BEER THAT'S BREWED TO SUIT THE CLIMATE."

O. B. BEER

GUARANTEED ABSOLUTELY PURE.

IS MADE FROM BEST OBTAINABLE MATERIALS AND BY MOST
SCIENTIFIC METHODS.

\$12.00 PER CASE.

THE BEST AND MOST WHOLESOME TONIC IS

BOCK BEER

TAKEN WITH YOUR MEALS

\$14.00 PER CASE.

FROM YOUR DEALER OR FROM THE

ORIENTAL BREWERY, LTD.,

55 & 57, DES VŒUX ROAD.

[537]

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
CALCUTTA.(Taking Cargo on Through Bills of Lading to
Bangkok, Madras and Mauritius).

The Steamship

"CATHERINE APCAR,"

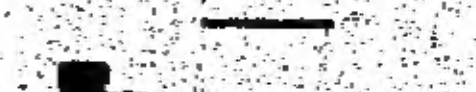
Captain G. F. Hudson, will be despatched for
the above Ports on SATURDAY, the
2nd July, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.

Agents.
Hongkong, 29th June, 1910. [770]

HONGKONG-NEW YORK



AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS
AND SUBZ CANAL.

(With Liberty to call at the Malabar Coast.)

"INDRASAMHA" On 4th July, 5 P.M.

For freight and further information
apply to—SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 28th June, 1910. [740]

PASSENGERS.

ARRIVED.

Per Luetzow, for Hongkong, from Hamburg,
Mr and Mrs Joh. J. C. Losentzen, and Mr J.
Hells from Genoa, Messrs W. Brecht, H.
Emil Geyer, Alfred Philipp and Paul Henze
from Singapore, Messrs H. Faber, F. Ellis,
Dr. M. Eys, Messrs H. M. Gregory, Kretsch-
mer, Edward McKay, J. Jobst, Mrs M. E.
Parley and Mrs C. E. Stanton.

TO DEPART.

Per Yorck, for Bremen, Mr and Mrs Adams,
Mr W. P. de Passagote and children, Mr van
der Boek, Mr G. Bena, Schwester Emilia Bosi,
Mr J. P. Buchanan, Mr Pinzon Chang, Mr
Zain Cheung, Dr. J. M. Crago, Mr and Mrs A.
F. Crosswell, Mr and Mrs Grove, Mr and Mrs
Eustace, Mr Engel and family, Schwester
Marces Gonsulves, Mr Geh. Reg. Rot Günther,
Mr Hally, Mr G. Hark, Dr. Earl Higgins, Mr
Mart. Heinrich and family, Mr H. Jaeger, R.
Johnson, Mr R. Lapley, Lieut. Loesening,
Mr Leitz, Mr P. J. Lucardie, Miss Moeck,
Mr C. F. Porter, Mr J. M. Bencken and family,
Dr. C. Beudie Mr Chin Sack and family, Ober-
Lieut. Schimmelpfennig, Mr and Mrs Sommer,
Mr J. T. Standen, Mr. Stiekforth and family,
Mr A. J. Stok, Mrs Tomagie and child, Mr J.
Walton, Dr. Weiss, Mr and Mrs Weins, Mr J.
Wieners, Mr Wilms, Mr and Mrs Young,
and Mr Zwick.

PRINTING

Nothing creates such a good impression in
business as the use of First Class Printing.The difference in cost between good and bad
printing and material is generally nil.

"THE HONGKONG DAILY PRESS"

PRINTING WORKS

turn out the Best Printing at Reasonable Prices

HUGO C. A. FROMM,

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

IMPORT SAMPLE**SHOWROOMS**

OF BRITISH, GERMAN, FRENCH, DUTCH AND AUSTRIAN

PIECE GOODS AND SUNDRIES.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Ernest Simons, with the French mail of the 3rd inst., will leave Saigon on Friday, the 1st July, at 10 a.m., and may be expected here on or about Monday, the 4th July, at daylight.

FOR	PER	DATE.
Swatow, Amoy, Foochow and Shanghai	Choshun Maru	Thursday, 30th, 8.00 A.M. Thursday, 30th, 9.00 A.M. Printed Matter and Samples Registration, 7.00 A.M. Registration, 8.00 A.M. Registration, Kowloon B.O. 7.30 A.M. No late fee.
EUROPE, &c., India via Tuticorin	Yorok	Letters, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Shanghai, Nagasaki, Kobe and Yokohama	Luetsow	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Swatow and Shanghai	Haiman	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Saigon	Kwangyang	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Singapore, Penang and Colombo	Simla	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Macao	Sui Tai	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Ningpo, Weihaiwei, Chefoo and Newchwang	Pootung	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Singapore, Colombo and Bombay	Tosa Maru	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Shanghai	Anhui	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Shanghai	Glenesh	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Sourabaya	Shinshoku Maru	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Ocean Island	Taurigian Maru	Thursday, 30th, 9.00 A.M. Thursday, 30th, 9.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 11.00 A.M. Thursday, 30th, 1.00 P.M. Thursday, 30th, 1.15 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 3.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 4.00 P.M. Thursday, 30th, 5.00 P.M.
Swatow, Amoy and Foochow	Kaiyang	Friday, 1st, 9.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 1.15 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 5.00 P.M.
Shanghai, Kobe and Moji	Namsang	Friday, 1st, 9.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 1.15 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 5.00 P.M.
Haiphong	Mathilde	Friday, 1st, 9.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 1.15 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 5.00 P.M.
Kobe and Yokohama	Mecklenberg	Friday, 1st, 9.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 1.15 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 5.00 P.M.
Macao	Sui Tai	Friday, 1st, 9.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 1.15 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 5.00 P.M.
Saigon	Tientsin	Friday, 1st, 9.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 1.15 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 5.00 P.M.
Singapore, Penang and Calcutta	O. Apear	Friday, 1st, 9.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 11.00 A.M. Friday, 1st, 1.15 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 3.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 4.00 P.M. Friday, 1st, 5.00 P.M.

KIELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA, HONOLULU & SAN FRANCISCO SIBERIAN MAIL TO EUROPE.

Macao, Amoy, Cebu and Iloilo Swatow, Weihaiwei, Chefoo and Tientsin

Shanghai SIBERIAN MAIL TO EUROPE

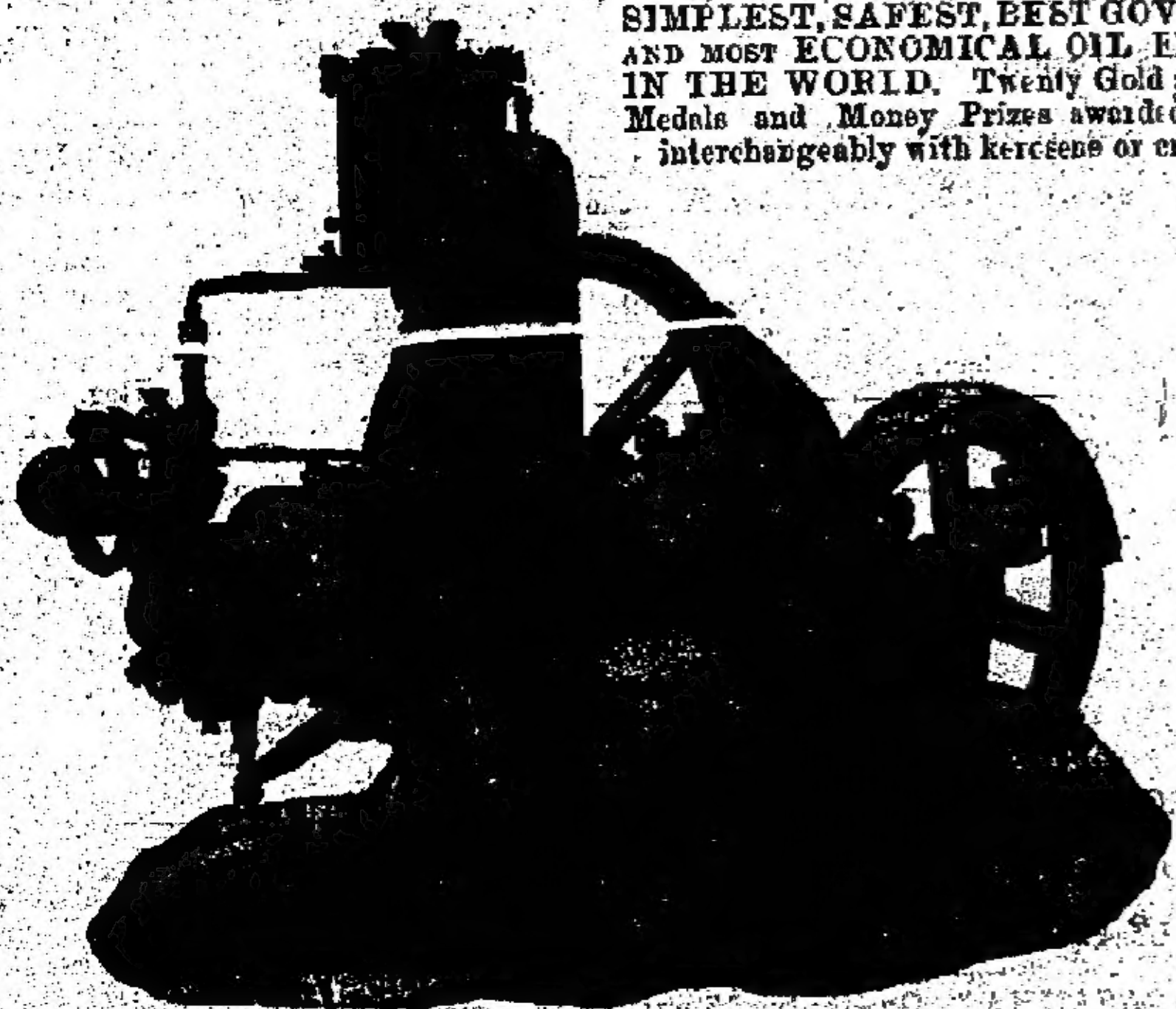
Swatow, Amoy and Tamsui, Nagasaki, Kobe, Yokohama and Portland, Haiphong, Swatow, Amoy and Foochow, Kielung, Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver and Tacoma

EUROPE, &c., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

Singapore, Penang and Colombo, Singapore, Penang and Calcutta, Nagasaki, Kobe and Yokohama, Samarang and Sourabaya, Chefoo and Tientsin, Swatow, Amoy and Foochow, Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle

KIELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU, AND SAN FRANCISCO SIBERIAN MAIL TO EUROPE

Manila, Argon, Yap, Maroon, Friedrich, Wilhelmshafen, Rabaul, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle

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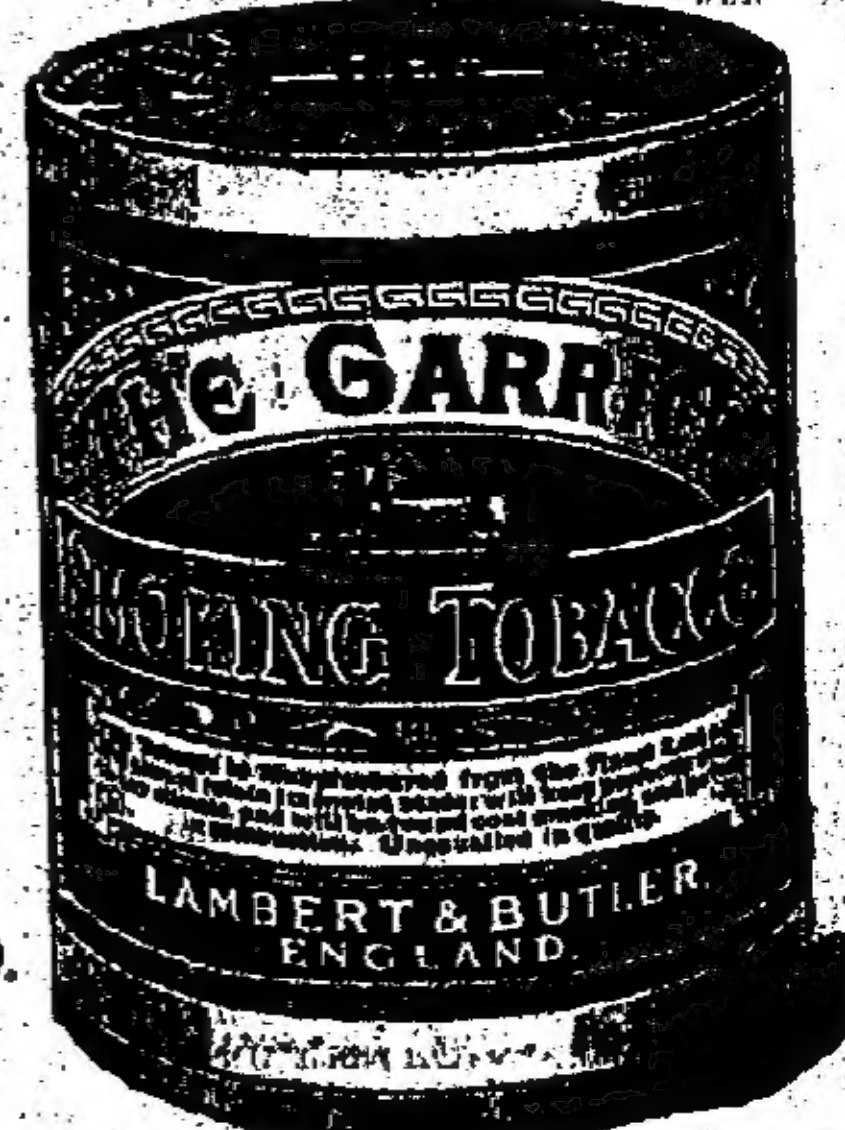
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Signifies

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Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LD.**SHARE LIST.—QUOTATIONS.**

HONGKONG, JUNE 29TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$945, sales
National Bank of China, Limited	99,925	\$7	\$6	\$89.10
Bell's Asbestos Eastern Agency, Limited	8,504	12/6	12/6	\$76, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$9, sellers
China Light and Power Company, Limited	50,000	\$1	\$1	\$14, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$82, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 122
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$8, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 62
Loon-Kung-Mow & Co. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$19
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$87, sellers
Hongkong and Wharves Dock Co., Ltd.	50,000	\$50	all	\$84, sellers
New Amoy Dock Co., Limited	10,000	\$50	\$50	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 78
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 118
ENVIK & CO., LIMITED	18,000	\$25	\$25	\$10, sellers
GREEN ISLAND CEMENT CO., LIMITED	400,000	\$10	\$10	\$7, sal. & sel.
HONGKONG AND CHINA GAS CO., LIMITED	7,000	\$10	all	\$205
HONGKONG ELECTRIC CO., LIMITED	60,000	\$10	\$10	\$20
HONGKONG HOTEL COMPANY, LIMITED	12,000	\$50	\$50	\$107 1/2, sellers
HONGKONG ICE COMPANY, LIMITED	8,000	\$25	\$25	\$83 1/2, sellers
HONGKONG ROPE MANUFACTURING CO., LIMITED	60,000	\$10	all	\$160, sellers
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$177 1/2, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$114, sellers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350, sellers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 110
Union Insurance Society, Limited	12,400	\$250	\$100	\$820, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$100, sales
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$84, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$33, buyers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	Tls. 50	Tls. 102
West Point Building Co., Limited	12,500	\$50	\$50	\$39, sal. & sel.
Mining.				
Societe Francaise des Charbon de l'Ankine	16,000	Fcs. 250	all	\$625
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	19/10	\$7, sales
Peak Tramways Co., Limited	25,000	\$10	all	\$14 1/2
Philippine Co., Limited	75,000	\$10	\$10	\$10, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$168
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Donghai Steamship Co., Limited	20,000	\$50	all	\$51, sellers
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	\$15	\$32 1/2, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	66 (L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$104
Star Ferry Company, Limited	10,000	\$10	\$10	\$244, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$24, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$25, buyers
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, sellers
North Powell, Limited	15,000	\$7	\$7	\$3, sellers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$63, buyers
Weismann, Limited	3,000	\$10	\$10	\$10, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$10	\$113, sellers
Union Waterboat Co., Limited	100 fdras	\$10	\$10	\$300
RUBBERS.				
Singapore and Johore				\$19 (Str.)
Balgownie				\$20 (Sta.)
Pegohs				\$43 (Sta.)
Allaghs				77
Anglo-Malay				28/6
Cardiffolds, fully paid				128/6
Highlands and Lowlands				156/
Kamunings				3/ prem.
Kuala Lumpur				90/
Ledbury's				61/6
Linggis				
Saponga				
Shelfords				
Sungei-Kapang				132/6
United Serdangs				80/
Bukit Kajang				33/ prem.
Eastern and International				5/6
Louisa Venturos				
Bumaira Pans				7/6
Marjama				110/
Batu Tigas				

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMYTH, Share-Brokers.

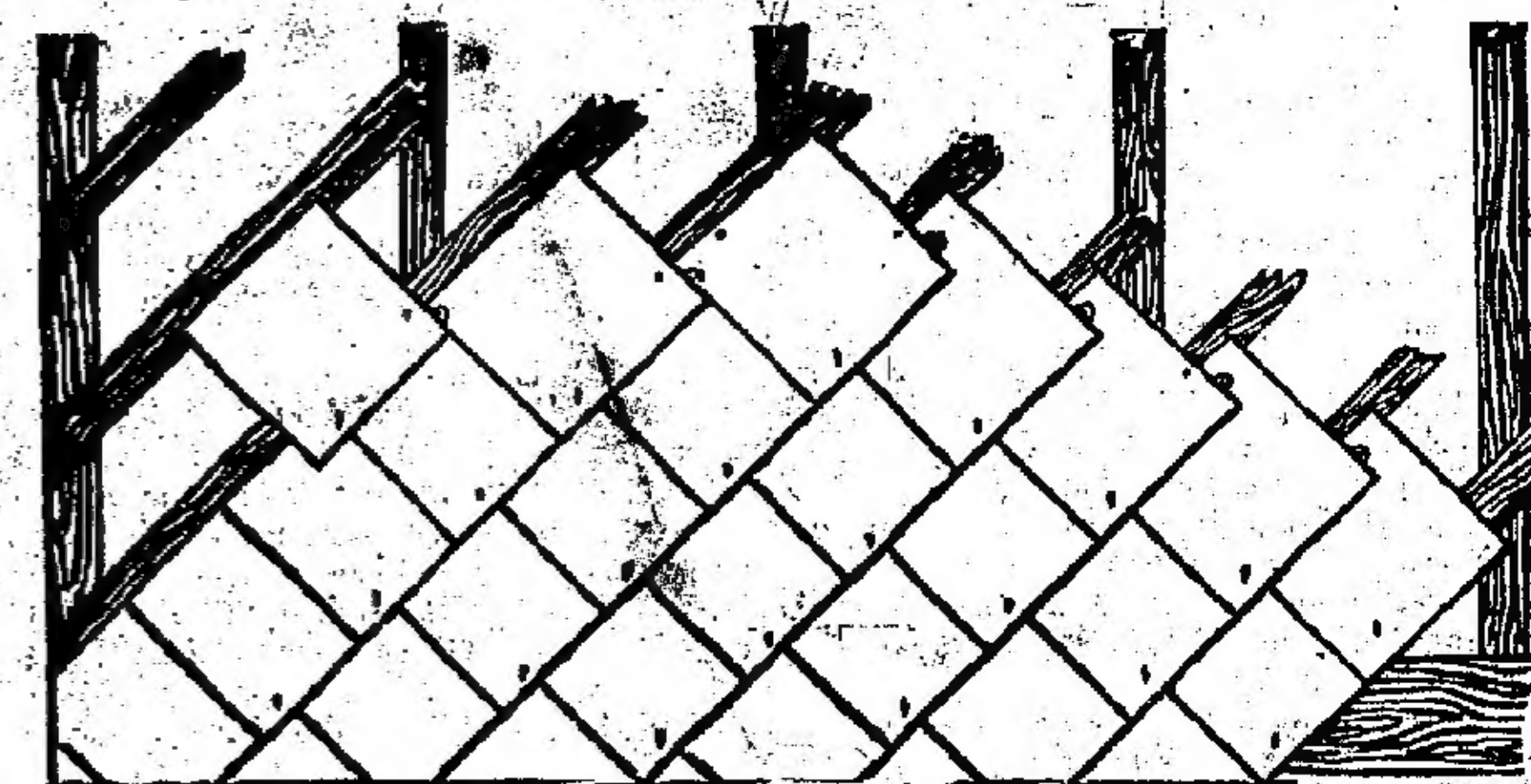
COMMERCIAL.**EXCHANGE CLOSING QUOTATIONS.**

June 29th.

ON LONDON.—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Bank Bills, at 6 months' sight	1/9 1/2
Documentary Bills, at sight	1/9 1/2
ON PARIS.—	
Bank Bills, on demand	225
Credits, at 4 months' sight	229
ON GERMANY.—	
On demand	182 1/2
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY.—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON CALCUTTA.—	
Telegraphic Transfer	133 1/2
Bank, on demand	133 1/2
ON SHANGHAI.—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA.—	
On demand	167 1/2
ON MANILA.—	
On demand	87 1/2
ON SINGAPORE.—	
On demand	106 1/2
ON BATAVIA.—	
On demand	34 1/2 pm.
ON HAIPHONG.—	
On demand	37 1/2 pm.
ON SAIGON.—	
On demand	87
SOVEREIGNS, Bank's Buying Rate	\$11.15
GOLD LEAF, 100 fine, per teal	\$58.20
BAR SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent.	\$7.48 discount.
Chinese	10 "		\$8.00 "
Hongkong	20 "		\$7.25 "
Hongkong	10 "		\$7.67 "



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